

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ☒
no ☐

Property Name: Bedford Square Station/Trolley Sh Inventory Number: B-3658

Address: Intersection of St. Paul & Charles St City: Baltimore Zip Code:

County: Baltimore City USGS Topographic Map: Baltimore East

Owner: Maryland Transit Administration

Tax Parcel #: Tax parcel Map Number: Tax Account ID Number:

Project: Station Stabilization Project Agency: MTA

Site visit by staff ☒ no ☐ yes Name: Date:

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is the property located within a historic district? ☐ no ☒ yes Name of District: Guilford

Is district listed? ☐ no ☒ yes District Inventory Number: B-3654

Documentation on the property/district is presented in:

MHT Library - MIHP Form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Bedford Square shelter is a small building constructed c. 1916 as a streetcar waiting shelter and now used as a bus shelter. The building faces approximately east to St. Paul Street at its intersection with Charles Street in the Guilford section of Baltimore, between the east-west oriented Overhill Road and Greenway. The shelter is rectangular in form and is comprised of a partially enclosed waiting area, an interior rest area and interior restrooms, all under a steeply hipped roof. For more information on the Bedford Square shelter, refer to the MIHP Form B-3658.

Prepared by: C. Andrew Lewis Date Prepared: 12/03/2001

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria ☒ A ☐ B ☒ C ☐ D Considerations ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

MHT Comments:

*The shelter is a contributing resource in the NR-listed
Guilford Historic District*

C. Andrew Lewis

December 03, 2001

Reviewer, Office of Preservation Services

Reviewer, NR Program

Date

12/7/01

Date

200103959

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-3658

1. Name of Property

Bedford Square Streetcar Shelter

historic

Bedford Square Station

other

2. Location

street and number

Intersection of St. Paul and Charles Streets

not for publication

city, town

Baltimore

vicinity

county

3. Owner of Property

(give names and mailing addresses of all owners)

name

Mass Transit Administration

street and number

6 St. Paul Street

telephone

city, town

Baltimore

state

MD

zip code

21202

4. Location of Legal Description

courthouse, registry of deeds, etc.

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other:

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources
previously listed in the Inventory

7. Description

Inventory No. B-3658

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary

The Bedford Square streetcar shelter, built c. 1916, is a small rectangular concrete building with a hipped slate roof. It is open on the northern half to serve as a waiting area for streetcars and, later, buses. The southern half is enclosed to conceal restrooms for men and women and an interior waiting area with benches off the men's restroom. Fenestration is currently covered, but consists of 2-pane casement windows. Alterations are minor and consist of boarding over the windows and doors, painting, and removal of lighting and plumbing systems.

Description

The Bedford Square shelter is a small building constructed as a streetcar waiting shelter and now used as a bus shelter. The building faces approximately east to St. Paul Street at its intersection with Charles Street in the Guilford section of Baltimore, between the east-west oriented Overhill Road and Greenway. The shelter is rectangular in form and is comprised of a partially enclosed waiting area, an interior rest area, and interior restrooms, all under a steeply hipped roof that flares slightly at the bottom to cover a cavetto cornice.

The shelter measures approximately 34 by 13 feet and was constructed of poured-in-place reinforced concrete. Board forms are evident on all four facades and under the cavetto cornice, where thinner boards were used to achieve a graceful outward curve. A copper gutter surrounds the building, although three of the four downspouts are missing. The roof framing is timber and the roof is terra cotta tile.

The building is surprisingly articulated for its function and size. Each opening is recessed within a bay, or grouped within a recessed bay. On the east, or main, façade, the large open doorway into the waiting area and a group of three windows are within recessed bays. These windows are currently boarded over, although the original window frames and hardware remain beneath. Historic photos indicate that the fenestration consisted of 2-pane casement windows with wood frames. Some glazing and large mesh security screens remain under the boards in the interior rest area windows.

The exterior waiting area is enclosed on the north and south sides with a large opening facing east and a standard width doorway to the west. It is possible that the western door was added where a window is shown in the elevation drawing, traced in 1932 from an earlier drawing. Both openings are without doors. Two windows open into the space high on the west wall. These were originally 6-pane fixed windows, but are currently without glazing, although the frames remain. Another 6-pane window is located in the north wall, which also possesses only the frame at present.

A door in the south wall at the east end of the waiting area opens into what was a women's rest room. This area is currently inaccessible. The door, which has been partially boarded over, appears to be original. It is a narrow panelled wood door, with a slight step up off the concrete panel floor. To the west of this door is a framed MTA map, in the same location as a historic photo indicates a map has traditionally been mounted.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-3658

Name
Continuation Sheet

Number 7 Page 1

The interior rest area and men's restroom are accessed through a panelled wood door on the south façade. The rest area retains the original benches, which run around the north, east, and south walls. The men's restroom occupies the north end of this interior space. All fixtures have been removed and the plumbing and lighting systems disconnected.

Alterations to the Bedford Square streetcar shelter include painting, boarding up the windows, removal of lighting fixtures and signage, and boarding up both restrooms. In historic photos, the concrete building appears to be unpainted, although the women's restroom door is shown as painted in two contrasting colors. Currently, the Bedford Square shelter is painted white throughout. It is known that the casement windows on the west side of the building are intact, although some of the glass panes are broken. It is likely that those on the east are also intact beneath their plywood covers. Frames for the large windows in the waiting area are also extant, with only muntins and glazing removed. The two light fixtures that hung from the soffit above the waiting area entrance are now gone, as is the "Bedford Square" sign that hung over the entrance. A small metal "Adopt-A-Shelter" plaque has been placed on the east façade to the south of the waiting area entrance. It identifies the Guilford Association as the group that has adopted the shelter and is responsible for keeping it clean.

8. Significance

Inventory No. B-3658

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates

Architect/Builder

Construction dates c. 1916

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary

The Bedford Square shelter is located in a residential neighborhood known as Guilford and was built by the developer for the United Railways and Electric Company's streetcar line that served the neighborhood. Established during the first quarter of the 20th century, Guilford was a planned community with winding streets, upper income dwellings, integral landscaping, and connections to downtown Baltimore via the streetcar system. The Bedford Square shelter was constructed to provide restrooms and shelter from the elements to streetcar riders. The building has changed little since its construction in c. 1916 and is currently used as a bus stop along the MTA No. 9, 11, and 19 bus routes.

Development of Guilford

The area that is now the Guilford neighborhood of Baltimore remained largely rural throughout the 17th, 18th, and 19th centuries. The land was used for agricultural purposes, with some large summer estates for wealthy Baltimoreans dotting the landscape. The area was traversed by several roads leading out of the city, but was not considered for development until the early 20th century with the growth of Baltimore's population, the expansion of city boundaries, and the extension of the streetcar system into the area. A National Register nomination form for the Guilford Historic District has been submitted and is currently being reviewed by the Maryland Historical Trust.

The Guilford neighborhood derives its name from an estate formerly occupying the site. Originally, the land was part of a 210 acre tract given by Lord Baltimore to Charles Merryman in 1688.¹ The tract stayed intact until the 19th century when General William McDonald bought it in 1822 and named the estate Guilford. A subsequent owner was Arunah Abell, founder of the *Baltimore Sun*, whose family owned the estate from 1870 until it was sold for development to the Guilford Park Company in 1907.² By this time, the area around Guilford had become more suburban, with the extension of Charles Street in

¹ Lewand, Karen. *North Baltimore from Estate to Development*, p. 22.

² *Ibid.*, 22.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-3658

Name
Continuation Sheet

Number 8 Page 1

1854, the expansion of the city boundaries in 1888 and the development of the residential community of Roland Park to the north and west at the turn of the century.³

When the Guilford Park Company, a subsidiary of the Roland Park Company, purchased the 296-acre estate in 1907, the property constituted one of the few remaining undeveloped tracts in Baltimore. It was ideally suited for residential development, located amid the Johns Hopkins University campus, the exclusive Roland Park neighborhood, and the large new Protestant Episcopal Church.⁴

In 1911, the Guilford Park Company merged with their parent Roland Park Company, which had successfully laid out and developed the exclusive Roland Park neighborhood with Frederick Law Olmsted, Jr. The developers of Guilford wished to create a community using the "best and most modern methods of city planning available."⁵ The neighborhood was thus designed with curving streets, streetlamps, utilities, and parks again with esteemed landscape architect Frederick Law Olmsted, Jr. overseeing much of the design.⁶ Lots went up for sale in 1913 and houses in the neighborhood generally reflect the eclectic, revivalist architectural styles of the 1920s.

The Streetcar System in Guilford

Many privately owned transit systems began operating in Baltimore in the second half of the 19th century. Companies experimented with horse cars, steam powered urban rail lines, and cable cars during this period. Electric streetcar service, powered by overhead lines, became the preferred system as many of these small companies began to merge.⁷ In 1899, after several smaller consolidations, Baltimore's four main lines were combined into the United Railways and Electric Company.⁸

The United suffered a series of financial misfortunes preceding and during the Great Depression and was forced to declare bankruptcy in 1933.⁹ After two years under receivership, the company came out of bankruptcy with the new name Baltimore Transit Company.¹⁰ This organization also suffered decreased ridership and economic hardship and in 1970 was absorbed by the Mass Transit Administration (MTA), which continues to operate Baltimore's public transit system today.

³ *Ibid.*, p. 9.

⁴ Lewand, p. 23.

⁵ *Ibid.*

⁶ *Ibid.*

⁷ *Transportation System Development in the Baltimore Region and Maryland*, <www.baltometro.org/TraSysD.htm>

⁸ Harris, Herman. *The Street Railway Systems of Baltimore*, p. 11.

⁹ Farrell, Michael. *The History of Baltimore Streetcars*, p. 137.

¹⁰ *Ibid.*

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-3658

Name
Continuation Sheet

Number 8 Page 2

The streetcar line which served the Guilford area was built under the direction of the United, although it was paid for by the developers. The No. 11 Bedford Square line was built specifically to provide residents of the developing suburb with easy access to the rest of the city. The No. 11 line was a stub line off of the already established No. 1 Gilmore Street line.¹¹ It ran north on St. Paul from 31st Street to the Bedford Square terminus.¹²

Construction on the No. 11 line began in 1916, shortly after lots in Guilford went up for sale in 1913.¹³ This date contradicts the information on the United's architectural drawings, which says that the shelter was erected in 1910. A February 1917 site plan of the track right of way shows the station in its current location with correct measurements, indicating a probable construction date of 1916. The line and streetcar shelter were installed under a 1915 United policy that stated that new rails would be laid only if landowners, in this case, the Roland Park Company, would "reimburse the railway for the losses incurred during the period in which the subdivisions were developing."¹⁴

The tracks were laid on both sides of St. Paul Street and were separated from the roadway by low hedges.¹⁵ Near the Bedford Square shelter, the terminus of the line, the track on the east side of St. Paul crossed over to join the one on the west side. The tracks then split again just to the south of the shelter to end in two stubs along the east side of the shelter.

The Bedford Square shelter itself was apparently built by the Roland Park Company "as a necessity when it developed Guilford."¹⁶ Interestingly, the United and developers like the Roland Park Company seem to have mutually benefitted from each other. Developers reimbursed the transit company for low ridership during start-up, constructed shelters, and provided ridership. In exchange, the United promoted suburban living in its advertisement campaign of the mid-1920s. An ad entitled "Town and Country" shows views of all the suburbs served by the streetcar system. One called "No Parking Problem about This" shows the Bedford Square station as a drop off point, where a husband could ride to work "reading his paper in comfort" while his wife would use the car.

During the period of 1947 through 1958, most streetcar tracks within the City of Baltimore were removed or covered over with asphalt.¹⁷ Streetcars were replaced by buses, which quickly became the centerpiece

¹¹ Sachs, Nixon, and Cox. *Baltimore Streetcars*, p. 132.

¹² Farrell, p. 122.

¹³ Harwood, Herbert. *Baltimore and Its Streetcars*, p. 54.

¹⁴ Farrell, p. 275.

¹⁵ Harwood, p. 54.

¹⁶ Wirtz, Paul. *Baltimore and Streetcars, 1926*, p. 36.

¹⁷ Farrell, p. 159.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-3658

Name
Continuation Sheet

Number 8 Page 3

for the public transit system for Baltimore. The No. 11 Bedford Square streetcar line was converted to the No. 11 bus line in June 1947.¹⁸

The Bedford Square shelter served as a “comfort station,” providing not only interior and exterior waiting areas for streetcar patrons, but restrooms as well. Although these areas are no longer in service and the doors have been boarded over, original interior details, such as fenestration, doors, and benches, still remain. A bench along the west wall in the exterior waiting area, seen in both the 1932 floorplan tracing and a historic photo of the shelter, is no longer extant.

The elevation drawing also indicates that a third window was located along the west façade in the exterior waiting area. Currently, there is a door opening onto the Charles Street side of the building in this location. It is not known whether the door was added or if the building was constructed as is. Other changes include painting the building, affixing an “Adopt-A-Shelter “ plaque to the east façade (which necessitated drill holes), removing the original exterior lights, and boarding over the windows and doors.

Significance

The property is significant under National Register Criterion A for its association with the development of the public transit system in Baltimore. The waiting shelter serves as a reminder of the streetcar system that made development of the northern Baltimore suburbs possible. The establishment of the Bedford Square line was a direct result of the development of the residential community of Guilford and was, in fact, built for the United Railways and Electric Company by the Roland Park Company, the developer of Guilford. With minimal changes to its architecture, the shelter has continuously served public transportation patrons from its construction in the second decade of the 20th century through the present.

The Bedford Square shelter is also significant under Criterion C for its architecture. Although somewhat mundane in appearance, it represents a rare building type in the city of Baltimore, and possibly within the state of Maryland. Few changes have occurred to the building during its 80 year history. Alterations that have been made, including changes to signage, lighting, fenestration, and painting are minor and do not reduce the integrity of the shelter. Otherwise, this building is highly intact and retains many of its original features, including its form, materials, doors, windows, and hardware.

Moreover, the setting has changed little since its construction. The Guilford neighborhood was built at the same time as this shelter and forms an unchanged gentile suburban landscape surrounding it. Although

¹⁸ *Ibid*, p. 160.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-3658

Name
Continuation Sheet

Number 8 Page 4

the tracks have been paved over, concealing the shelter's connection to the streetcar line, this small building still serves as a bus shelter and continues to reflect the importance of public transit in Baltimore.

9. Major Bibliographical References

Inventory No. B-3658

See Continuation Sheet 9.1

10. Geographical Data

Acreage of surveyed property _____
Acreage of historical setting _____
Quadrangle name _____

Quadrangle scale: _____

Verbal boundary description and justification

11. Form Prepared by

name/title	Anne Brockett		
organization	URS Corporation	date	11/17/00
street & number	200 Orchard Ridge Drive, Suite 101	telephone	(301) 258-9780
city or town	Gaithersburg	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-3658

Name
Continuation Sheet

Number 9 Page 1

References

Baltimore Metropolitan Council. *Transportation System Development in the Baltimore Region and Maryland*, 2 August 1999 <www.baltometro.org/TraSysD.htm>

Bauernschmidt, Mrs. William. "I Remember When Mules Roamed over Guilford." *Baltimore Sun Magazine*, April 3, 1949.

Farrell, Michael R. *The History of Baltimore's Streetcars*. Sykesville, MD: Greenberg Publishing Company, Inc., 1992.

Harris, Herman L. *The Street Railway Systems of Baltimore from its Earliest Inception to Consolidation*. Unpublished paper on file at Maryland Historic Society, n.d.

Harwood, Herbert H. *Baltimore and Its Streetcars: A Pictorial Review of the Postwar Years*. New York: Quadrant Press, 1984.

Lewand, Karen. *North Baltimore from Estate to Development*. From the series "Baltimore neighborhoods: A Community Factbook." Baltimore: Baltimore City Department of Planning, 1989.

Olson, Sherry H. *Baltimore: The Building of an American City*. Baltimore: Johns Hopkins University Press, 1980.

Paul, Adam. *Baltimore Transit Archives*, 5 August 2000 <<http://transarc.bluemoon.net/>>

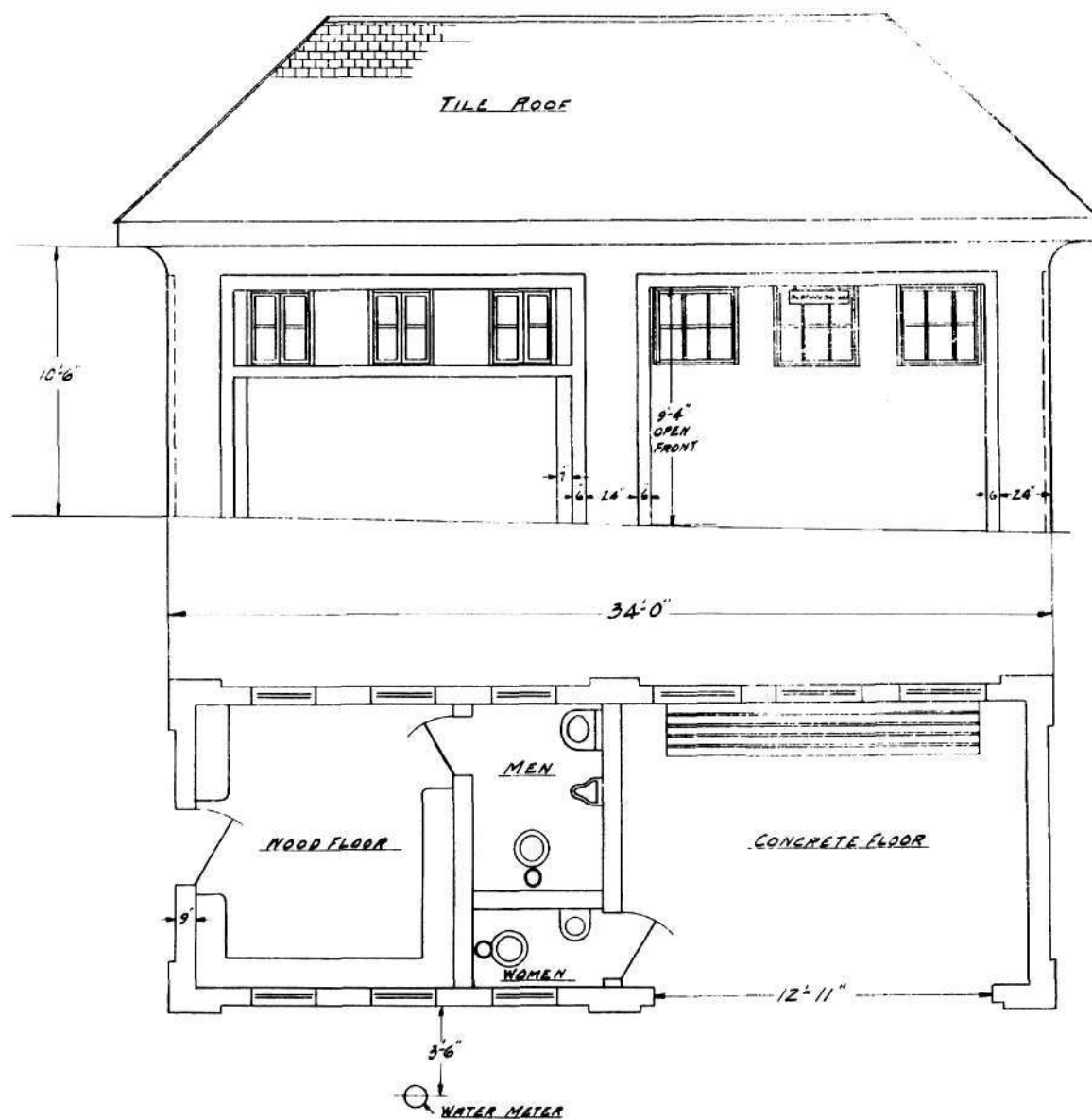
Sachs, Bernard J., Nixon, George F., and Harold E. Cox. *Baltimore Streetcars 1905-1963: The Semi-Convertible Era*. Baltimore: Baltimore Streetcar Museum, 1982.

Waesche, James F. *Crowning the Gravelly Hill: A History of the Roland Park-Guilford-Homeland District*. Baltimore: MacLay and Associates, 1987.

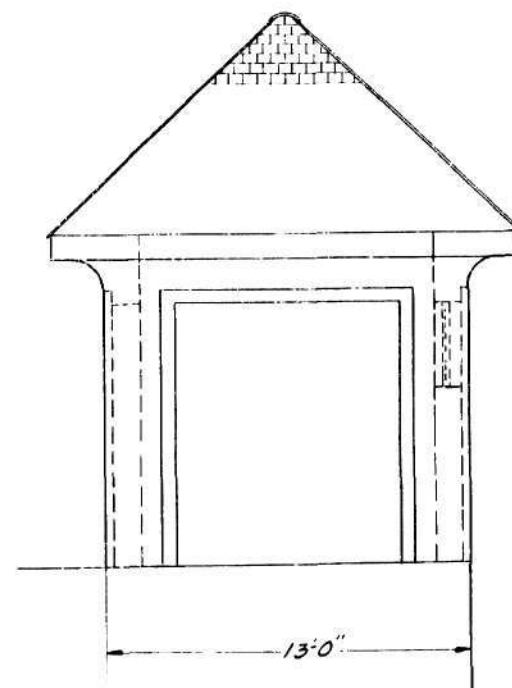
Weston, B. Latrobe. "Guilford: Its Name and Development." *Baltimore Sun*, January 9, 1944.

Wirtz, Paul, ed. And Wirtz, Willem, Illustrator. *Baltimore and Streetcars, 1926*. Baltimore: Baltimore Streetcar Museum, 1988.

"When Guilford Was Very Young." *Baltimore Sunday Sun Magazine*, April 13, 1958.

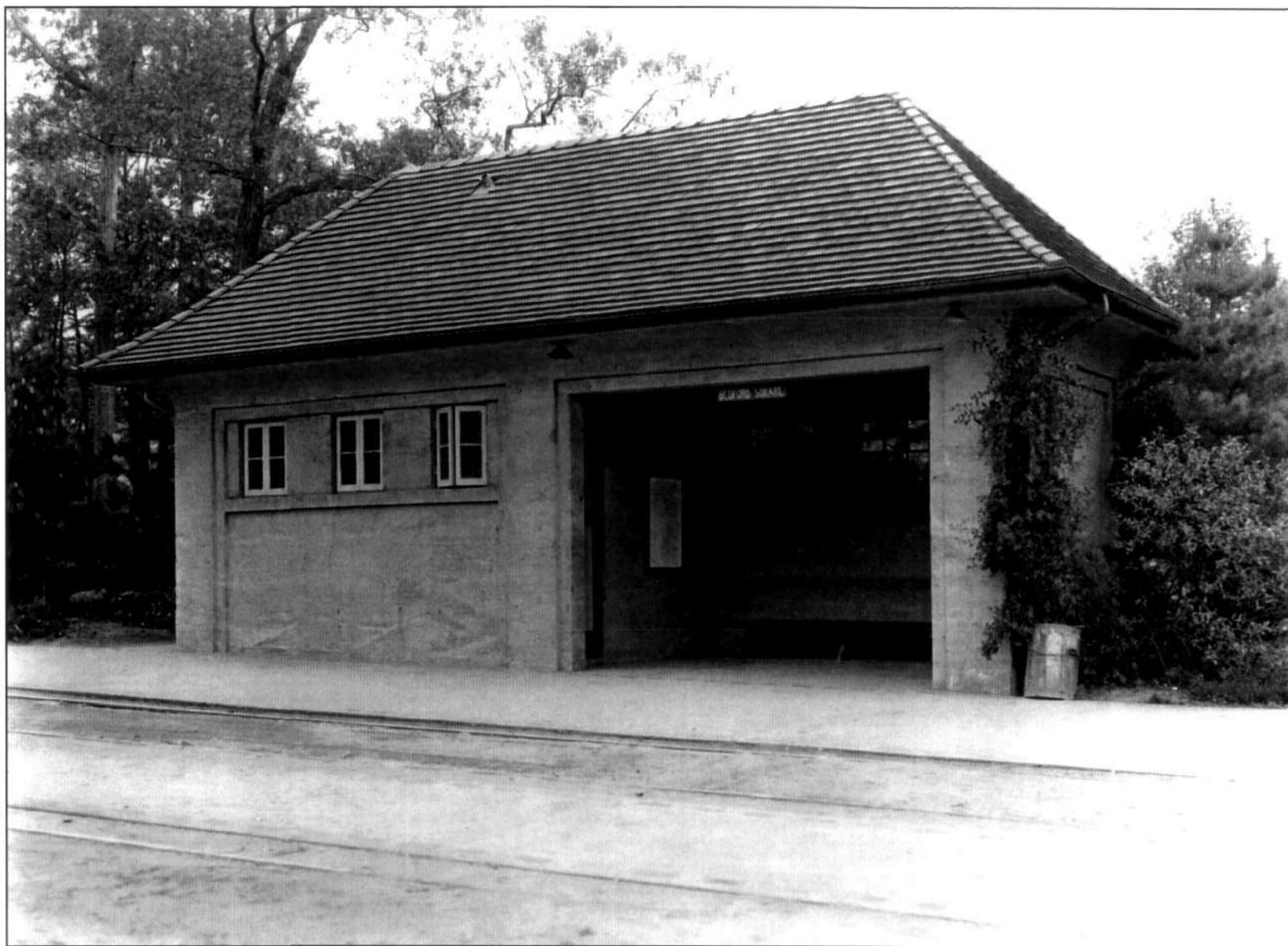


ERECTED 1910.



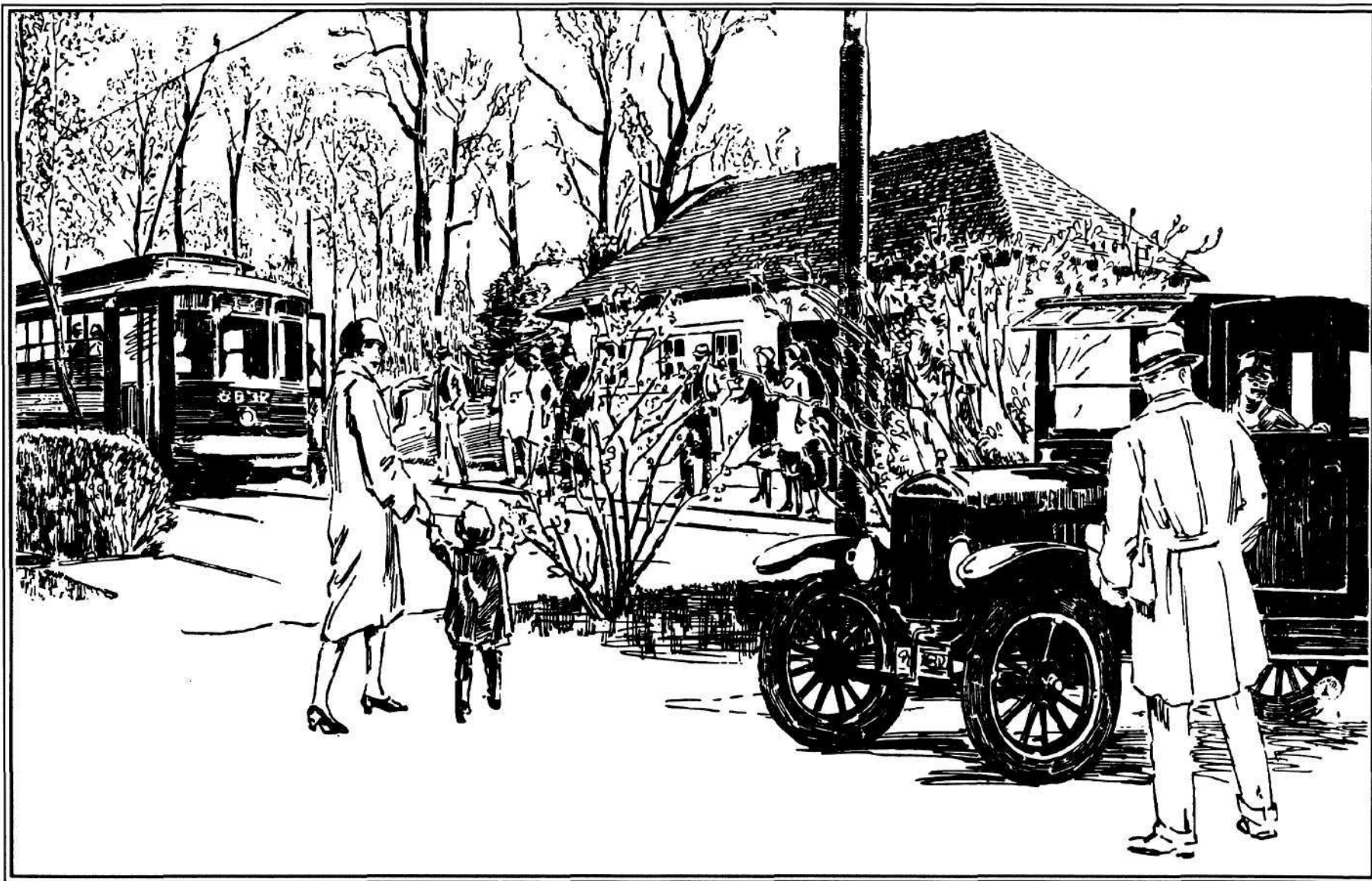
WAITING STATION "BEDFORD SQUARE"
ST. PAUL & CHARLES STS. GUILFORD
H.P. 5-12-32. 1/4" = 1'-0"
B-1169

1932 tracing of earlier plan and elevations.
Produced by the United Railways and
Electric Company, Rolling Stock and
Shops Department.



Undated photograph of the Bedford Square streetcar shelter, probably c. 1920.

Courtesy of the Baltimore Streetcar Museum.



The Bedford Square shelter pictured in a 1926 illustration promoting streetcar use. The ad was entitled "No Parking Problem About This" and was drawn by the United Railways and Electric Company's illustrator Willem Wirtz.

*From **Baltimore and Its Streetcars**, 1926 edited by Paul Wirtz, page 13.*



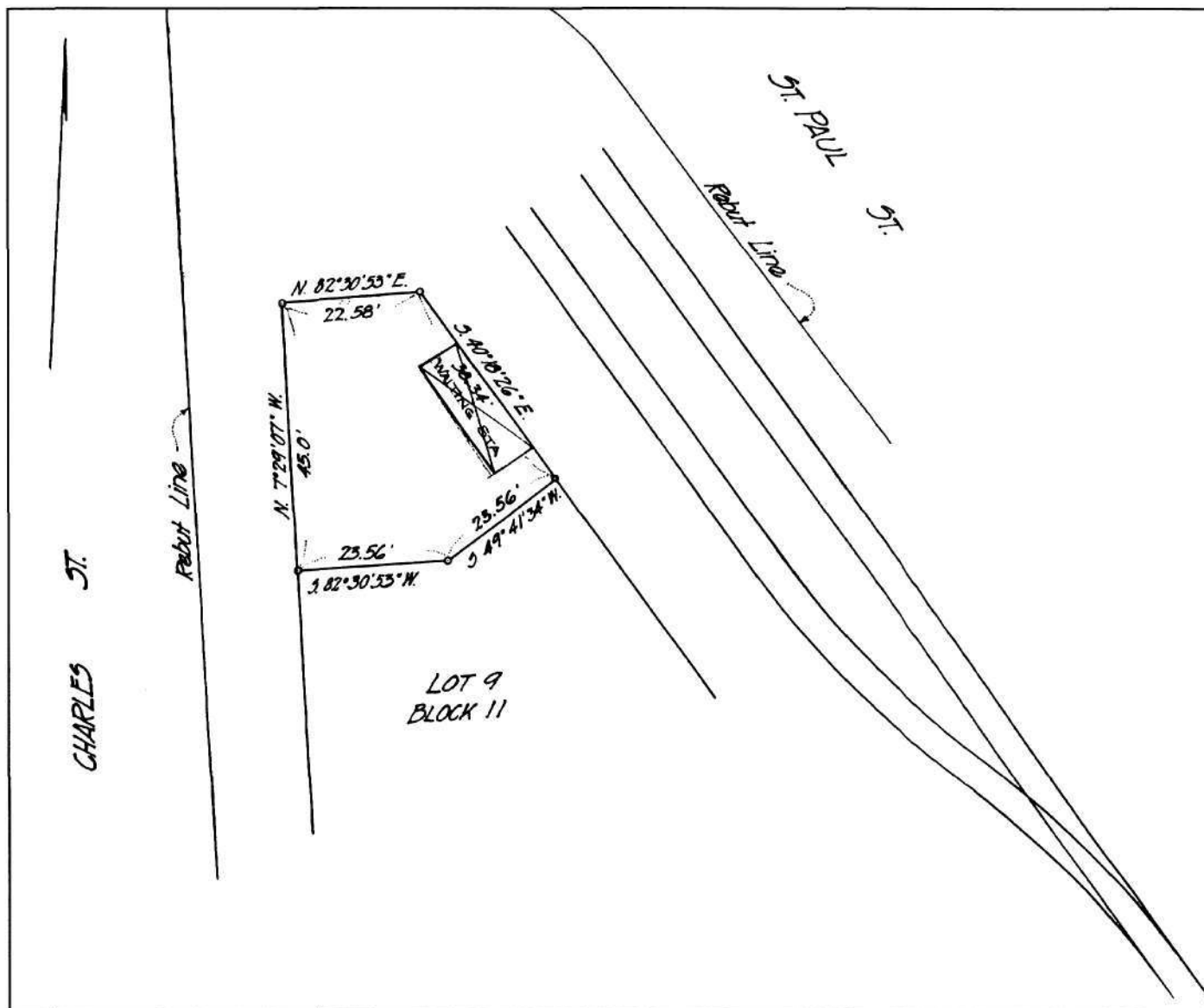
Streetcar on the No. 11 line crossing over St. Paul Street just south of the Bedford Square shelter. Note hedgerows used to separate the tracks from the paved street.

From *The History of Baltimore's Streetcars* by Michael Farrell, page 252.



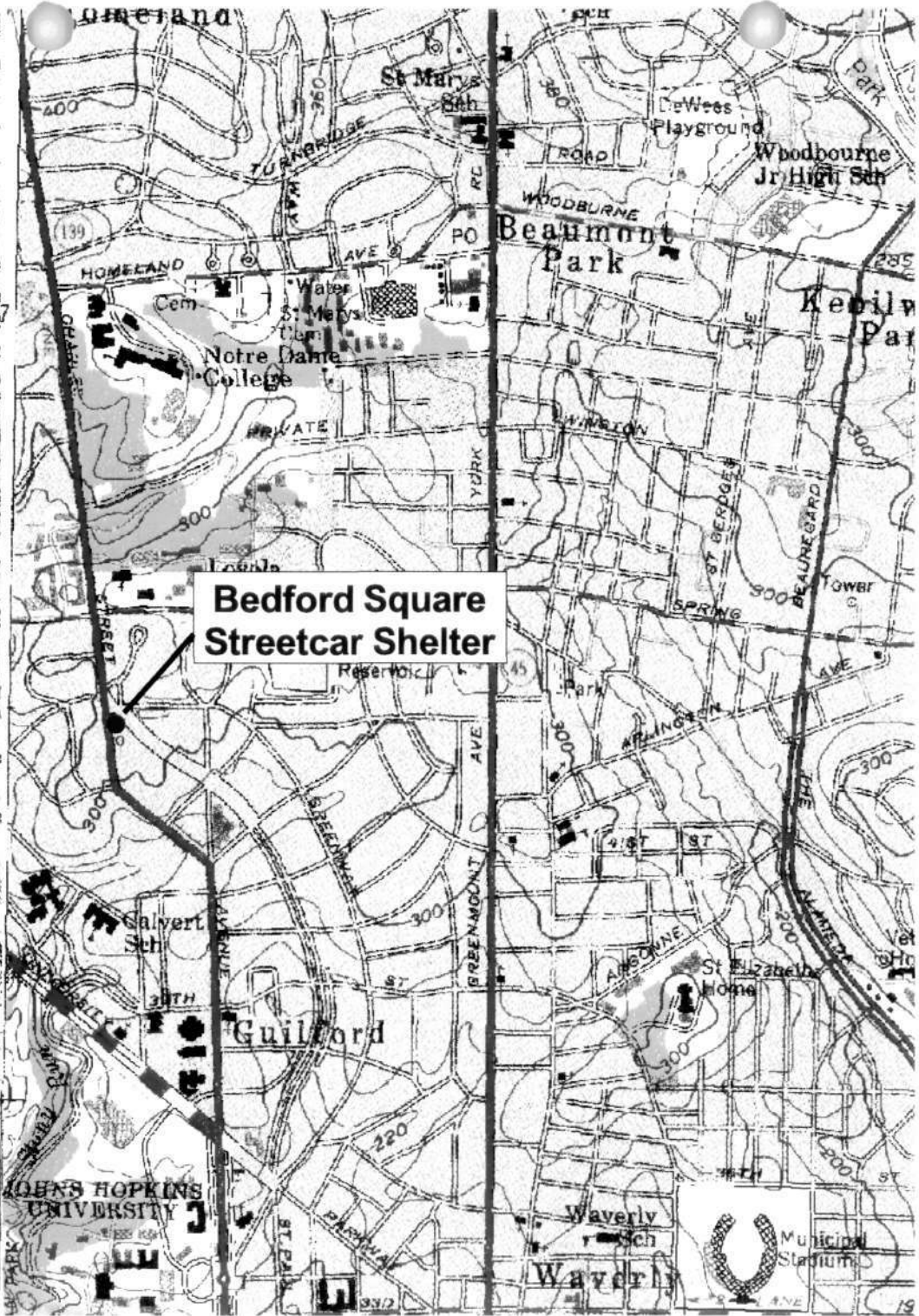
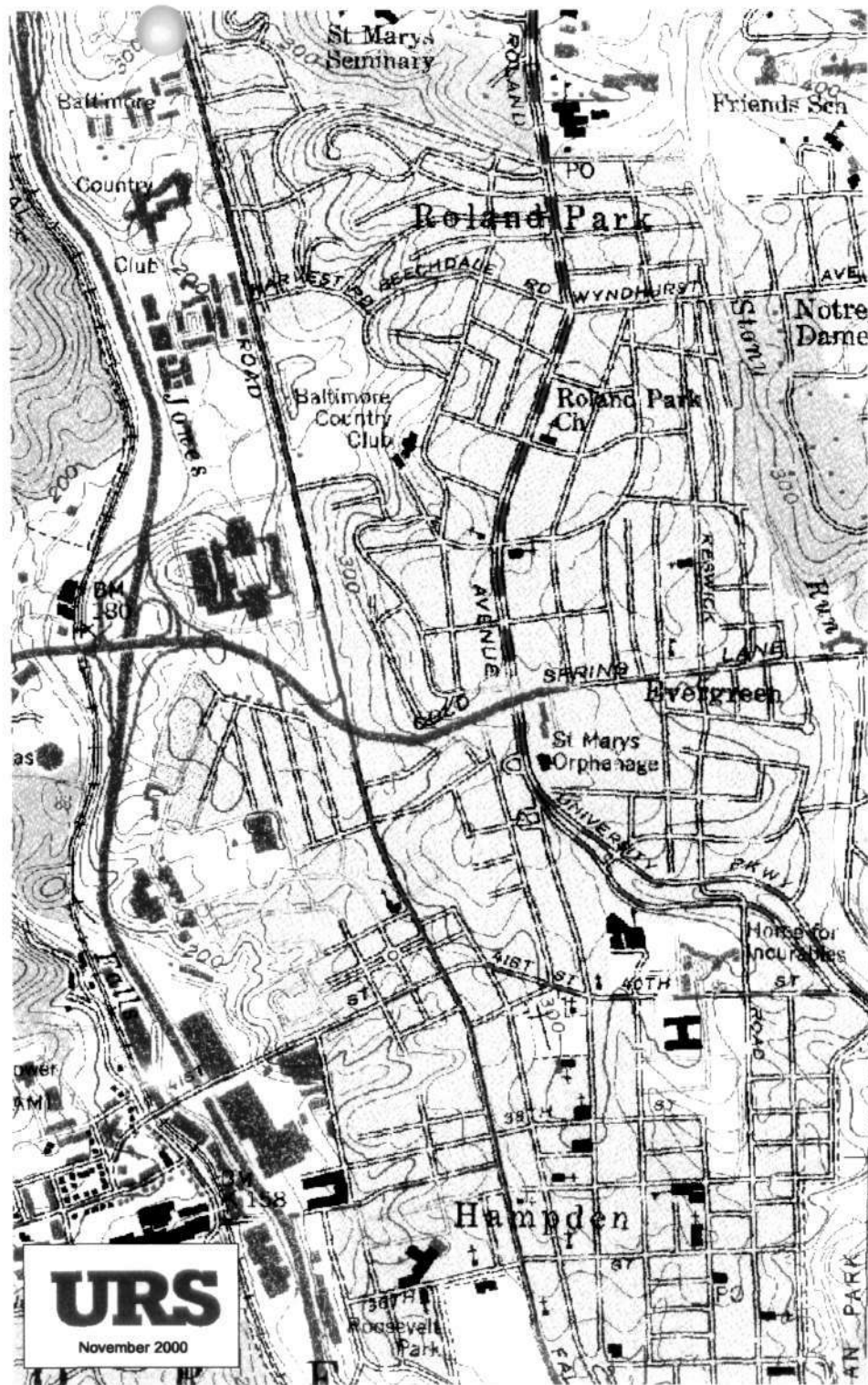
March 1947 photograph of the Bedford Square streetcar shelter.

From *The History of Baltimore's Streetcars* by Michael Farrell, page 254.



United Railways and Electric Company of Baltimore Right of Way deed no. 458 showing the end of the No. 11 Bedford Square stub line, February 20, 1917.

Courtesy of Baltimore Streetcar Museum.





B-3658

Bedford square. Streetcar shelter

Charles & St Paul Streets

Baltimore, MD

View looking NW

Anne Crockett

10/31/00

neg at MD SHPO

1 of 10



B-3658

Bedford Square Streetcar Shelter

Charles & St. Paul Streets

Baltimore, MD

South facade

Annie Brockett

10/31/00

Neg. at MD SHP



13-3658

Bedford Square Streetcar Shelter
Charles + St. Paul Streets
Baltimore, MD
South + east facades

Anne Brockett

10/31/00

5.68 08-09 NNN+14RM 207

Neg. at MD SHPO



B-3658

Bedford Square Streetcar Shelter

Charles + St. Paul Streets

Baltimore, MD

South + east facade

Anne Brockett

10/31/00

Neg. at MDSH

5.68 00-05 11:17AM 207



3658

Bedford Square Streetcar Shelter

Charles + St Paul Streets

Baltimore, MD

SW corner showing cave to cornice

Anne Stockett

10/31/00

leg at MD SAPD

207 08-09 NNN+26MM 207



B-3050

Bedford Square Streetcar Shelter

Charles & St. Paul Streets

Baltimore, MD

West facade

Anne Brockett

10/21/00

Neg. of MD SHPO

> 5.68 00-03 NNN-18MM 207



B-3658

Bedford Square Streetcar Shelter

Charles + St. Paul Streets

Baltimore, MD

West Arcade

Anne Brockett

10/31/00

Neg. of MD Streetcar

2 of 1



B-3208

Bedford Square Streetcar Shelter
Charles + St. Paul Streets

Baltimore MD

West facade

Anne Brockett

10/31/00

Negat MD SHPO

> 5.60 00-08 NNN+05AM 207

16



B-3658

Bedford Square Streetcar Shelter

Charles & St. Paul Streets

Baltimore, MD

North & West facades

Anne Brackets

10/31/00

Leg. at MD 84/00

5:60 00-06 NNN+13PM 207

91 to 16



ADD
FILE
KEEP

B-365E

Bedford Square Streetcar Shelter

Charles + St. Paul Streets

Baltimore, MD

East facade, window detail

Archie Brockett

10/31/00

Neg. at MD SHP

5.60 00-06 NNN-06AM 207



B-3658

Bedford Square Streetcar Shelter

Charles & St. Paul Streets

Baltimore MD

Interior view looking SW

Anne K. Kett

10/31/00

Negative MD HPK

> 5.60 00-07 NNN-08AM 207

12/13



MTA Bus, Metro,
Light Rail &
MARC Train Service
in the Greater
Baltimore Area



For more information, visit
mta.com/baltimore
or call 1-800-333-2373

B-3658

Bedford Square Streetcar Shelter
Charles + St Paul Streets
Baltimore, MD

Interior view looking South

Anne Brissett

10/31/00

Neg. at MD SHS

< > 5.60 00-08 NNN-12AM 207

13 of 16



B-3698

Bedford Square Streetcar Shelter

Charles & St Paul Streets

Baltimore, MD

Interior view, window detail, west facade

Anne Brockett

10/31/60

Neg. at MD SHPO

> 5.60 00-09 NNN+12HM 207

14 of 16



B-3658

Bedford Square Streetcar Shelter

Charles + St. Paul Streets

Baltimore, MD

Interior view looking NE

Anne Brackett

10/31/00

Neg. at MD CFB

< 5.68 00-06 NNN+19AM 207

91



ADOPT-A-SHELTER



For your comfort, this bus shelter has been adopted by

QUILFORD ASSOCIATION

**PLEASE HELP US
KEEP IT CLEAN !**

B-36

Bedford Square Streetcar Shelter

Conover + St. Paul Streets

Baltimore, MD

Sign detail, east facade

Anne Brockett

10/31/00

1 leg of MD 8H20

5.68 00-08 NNN+08MM 287